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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (21 Feb 68) FOR GT RD 674277

26 February 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 394th
Transportation Battalion (Terminal), Period Ending 31 October 1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT RD within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned, during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. Stanfiel
C. A. STANFIEL
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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STATEMENT #2 UNCLASSIFIED

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 394TH TRANSPORTATION BATTALION (TERMINAL)
APO 96238

AVCA QN-TTU-CO

2 November 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS CSFOR-65

THRU: Commanding Officer, 5th Transportation Command, APO 96238
Commanding General, US Army Support Command, ATTN: AVIC QN-GO,
APO 96238
Commanding General, 1st Logistical Command, ATTN: AVIC-GO-O,
APO 96307
Commanding General, United States Army Vietnam, ATTN: AVC,
APO 96375
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-MH,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C., 20310

SECTION I SIGNIFICANT ORGANIZATIONAL ACTIVITIES NARRATIVE SUMMARY

A. COMMAND:

1. The 394th Transportation Battalion (Terminal) was engaged in operations for 92 days from 1 August 1967 to 31 October 1967.
2. During the reporting period the 394th Transportation Battalion (Terminal) continued to be composed of the Headquarters Detachment, 394th Transportation Battalion (Terminal), with the 168th Transportation Detachment (Stevedore) attached for all purposes, the 71st Transportation Company (Terminal Service), and the 387th Transportation Company (Terminal Service).
3. During this period the following key personnel arrived within this command:

<u>NAME</u>	<u>GD</u>	<u>SERVICE</u> <u>NUMBER</u>	<u>ARRIVAL</u> <u>DATE</u>	<u>POSITION</u>
ROBERT R. ARLEDGE JR.	MAJ	04023621	4 SEP 67	Executive Officer
DAVID P. PAYNE	CPT	OF103144	8 SEP 67	CO, 387th Trans Co (TS)
OSVAL BLACK	SGM	RA1522414	4 OCT 67	Battalion Sergeant Major
DAVID H. PENROD	1SG	RA13221035	23 AUG 67	1SG, 387th Trans Co (TS)

B. PERSONNEL:

With the beginning of this reporting period the battalion and its attached units experienced the loss of a number of enlisted personnel. From a total authorized strength of 699 enlisted personnel the following assigned strengths were reported as of the last day of each month concerned: August-548, September-465, and October-506. These shortages were the result of units being deployed as a whole to the Republic of Vietnam thus having the majority of assigned personnel completing their normal one year tour on approximately the same date. These periods, generally referred to as "Rotational Humps" are recognized and programmed for by all higher headquarters, however, none should be made of units which have been located in RVN for over a two year period. The 71st Transportation Company (Terminal Service) arrived in Qui Nhon on 27 August 1965, but as of 31 August 1967 still reflected a total shortage of 83 enlisted personnel as a result of the rotational hump. The most critical shortage, in all attached organizations, was the

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pay grade E4 and below, duty soldier, MOS 57A. Although relief was obtained through a continual cross training program in operation at all levels within the command, personnel shortages seriously hinder operational capabilities within any organization. Cyclic personnel shortage periods will continue, and can not be remedied at the battalion level.

C. OPERATIONS AND TRAINING:

1. As recorded in the previous Operational Report for Quarter Ending 31 July 1967, eight barge slips (Quay) were put into full operation on 1 August 1967. In addition to barges, LST's, (Top Dock) LCMs and Alaskan Barge and Stevedore Companies sea going tugs can now be handled at this facility. The barge quay is designed and utilized primarily to thru-put general cargo discharged in the stream. The mission of the 394th Transportation Battalion (Terminal) continues to be centered at the DeLong Pier Complex. On 29 October 1967 the 394th Transportation Battalion (Terminal) was given the responsibility of supervising operations on all ships working in the interharbor and all contractor stevedore operations on the pier and interharbor. Effective 1 November 1967 the 285th Transportation Company (Terminal Service) is scheduled to be attached to this Battalion.

2. The Port of Qui Nhon has been primarily a port of discharge since military operations began here. With the advent of the Sea Land operation soon to begin and a large number of retrograde combat vehicles returning to CONUS and other ports for repair, the battalion faced a dilemma. Provisions of the contract with Sea Land, to provide an adequate supply of potable water for their facility within the pier complex and, Department of Agriculture requirements to thoroughly clean retrograde vehicles prior to shipment into CONUS, posed a great problem. Potable water for personnel working at the pier complex has been supplied by a 1200 gallon tank truck. However, with the large number of units drawing from the same water supply point, a maximum of two trips per day can be made from the point some 20 miles distant. This problem was solved within the battalion on a self-help basis. Volunteers lined the inside of two main support structural members of the De Long Pier with a special sand-cement waterproofing material. These cylindrical steel support members extend some 90 feet from the pier to the floor of the harbor and convert ideally into potable water storage tanks of approximately 60,000 gallons capacity each. Source of supply of potable water for these tanks will be the large number of ships calling at the pier. Deep well pumps have been ordered and are soon to be installed which will adequately supply all operations located within the pier complex.

3. It was necessary to familiarize all newly assigned personnel with the M-14 rifle and M-60 machine gun. This requirement has been effectively completed by the establishment of a weekly firing schedule, under the control of the training section at battalion, which assures all individuals are familiarized with their assigned weapons during their first seven days of joining the Command. The importance of a regularly scheduled training program in the correct method of handling and firing individual weapons cannot be over emphasized. Personnel stationed in an area subject to enemy terrorist and subversive activities can only respond to immediate requirements for the employment of fire arms, if they have a frequent opportunity to utilize their individual weapon. In addition, the requirement to have weapons and ammunition available at all times creates a crucial accidental discharge probability, unless each individual is thoroughly indoctrinated on a regular basis in the correct and safe operation of their assigned weapons.

D. LOGISTICS:

1. During this quarter, a vigorous Battalion self-help program continued to be the mainstay of progress in the area of construction and facilities improvement. Two permanent two story billets were erected to house members of the 337th Transportation Company (Terminal Service). The average time from start to finish was ten days. Other self-help projects completed were a concrete and steel drainage system throughout the area, external electrical re-wiring, and a combination grease-wash rack at the De Long Pier. In addition, a

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diesel-fired water heater was fabricated by the 168th Transportation Detachment out of scrap material in the Battalion 2400 gallon water tank. This will enable troops to take warm showers during the cool monsoon season. Presently under construction is an operations building located on the De Long Pier it-s-s. Programmed for construction during the next quarter, along with two additional troop billets, is a rigging loft and mess hall at the De Long Pier.

2. In preparation for the monsoon period which was expected to begin prior to 31 October 1967 a concerted effort was made to improve existing drainage facilities within the battalion cantonment area and construct additional protective ditches, sea walls, catch basins and drainage basins where necessary. Due to soil conditions existing in the area, washouts took place even during moderate rain showers which occurred during the reporting period. This problem was alleviated to a great extent by lining all main drainage ditches within the cantonment area. The entire project was planned and completed as part of the battalion self-help program, with no outside engineering support.

SECTION II. PART I OBSERVATIONS (LESSONS LEARNED)

A. OPERATIONS:

1. Item: BC Barges.

DISCUSSION: Assignment of additional BC Barges would enhance pier operations.

OBSERVATION: The port of Qui Nhon has been discharging 35 to 80 foot creosote poles, lumber and timbers mainly onto De Long Pier. This procedure is cumbersome and difficult to accomplish due to general cargo vehicles from other vessels being discharged at their berths. There are only two pole trailers in Qui Nhon, and both are assigned to a local engineer unit. The use of pole trailers in sufficient quantity would be the ideal method of discharging this type of cargo. However, the use of BC Barges will work satisfactorily if cargo is discharged to the barge, the barge is shifted to the Barge Quay, and the cargo temporarily stored on the Barge Quay until delivery to destination can be made. This method of operation is well suited for vessels of the Seatrail class and for general cargo as well.

2. Item: Method of Packaging.

DISCUSSION: Cargo is packaged in containers or boxes that cannot withstand normal stevedoring methods of loading or discharging.

OBSERVATION: General cargo is packaged in substandard plywood boxes is not sufficiently strong to withstand normal methods employed by stevedores. The skids on 50% of the wooden boxes are too easily torn loose, causing wire slings to cut into the boxes and damage cargo. Cement, packaged for surface movement, is torn causing the contents to be spilled. In many cases the construction of wooden packages and boxes cannot withstand normal movements. The shifting of cargo caused by a vessel in heavy seas places stress and strain on the cargo. The use of heavy cardboard or tri-wall type packages will not hold up when allowed to get wet from the weather, or from leaking containers stored in them. This wire banding on lumber is not strong enough and breaks when being handled. Use of 1 1/2 to 2" banding would provide necessary strength.

3. Item: Mechanical Sweeping Equipment.

DISCUSSION: Mechanical sweeping equipment can be utilized adequately and efficiently to keep the De Long Pier clean.

OBSERVATION: The nature of cargo operations on the pier will always have as a side effect dirt, damage, nails, and other items affecting good operational procedures. Shore platoon personnel are responsible for pier cleaning. Due to the rapid turn-around of vessels, a berth is rarely empty long enough to

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allow for thorough cleaning. Large items such as dunnage can be easily cleared but the smaller pieces (dirt, nails, etc.) must be swept. A mechanical sweeper would greatly enhance the cleaning process and liberate needed man hours for loading, pier clearance, and discharging.

4. Item: Fitting a Vessel for Ammo

DISCUSSION: Vessels designated to carry ammo must be completely dunnaged prior to the loading of ammunition.

OBSERVATION: The cost of completely dunnaging vessels that carry ammunition is extremely high. This cost could be amortized over repeated sailing of a vessel carrying ammunition. However, recent incidents disclosed that a vessel was fitted-out to carry ammo, made one trip and the dunnage was removed. General cargo was loaded and upon completion of the sailing the vessel was refitted to carry ammo. Savings in dollars, manhours, and needed material will be achieved if vessels fitted to carry ammunition specialize in explosive cargo.

5. Item: Trash Containers.

DISCUSSION: The cleaning of ships' hatches has been slowed due to the limitations of the trash barrels utilized. Fifty-five gallon drums with shackles in each side proved unsatisfactory because of the limited amount of trash they could hold and the difficulty in emptying them. Trash nets were found to be an improvement but damage to the nets was excessive.

OBSERVATION: A trash container was constructed of 2 x 4's and reinforced with steel. This container proved very successful. A shackle was placed on each of the four corners for easy handling. When discharging into a dump truck the container proved very useful because two of the conex hooks which are used in lifting the container could be hooked and the ship's gear can be used to tilt the container so that the trash empties itself into the truck.

6. Item: 60 Ton Low-bed Trailer.

DISCUSSION: In the discharging or backloading of heavy retrograde equipment it is necessary to have a 60 ton low-bed trailer when handling armored tanks. Retrograde rolling stock is usually battle damaged and cannot be towed, but instead must be lifted for loading and unloading.

OBSERVATION: One 60 ton low-bed trailer would handle most retrograde equipment of the heavy weight armored track type.

7. Item: Utilization of Warehouse Tractors "Towmotors"

DISCUSSION: When discharging large pieces of cargo such as conex containers, unprocessed vehicles, etc; it is much easier to tow or drag the cargo into position under the hook with a warehouse tractor "towmotor" rather than to rig a series of snatch blocks and use the ships gear for power. The cargo may be steered around deck supports and out of tight corners much faster than with the conventional use of snatch blocks.

OBSERVATION: When loading such items it may be necessary to use only one snatch block, and the source of power (the tractor) may pull it in anyone of several directions. In addition the tractor may be used to push such items as a bulldozer.

8. Item: Palletized loading of Reefer Ships.

DISCUSSION: When discharging Reefer Ships, each case or box of cargo must be handled individually.

OBSERVATION: When operating with a small hatch gang (6-8 men), the time required to discharge a refrigerated ship is greatly increased if the

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cargo is loose in the hatch. Palletized cargo could be positioned under the hook with an electric forklift much faster than by hand. With palletized cargo, the requirement to position loose cases in cargo nets under the hook and to empty the nets into trucks would be eliminated. The length of time a hatch was required to be open would be greatly reduced, eliminating the need to stop operations and close the hatch when the temperature of the hold rises above the limits prescribed for the particular cargo.

9. Item: Additional Equipment used to discharge Sea Train loaded with General Cargo.

DISCUSSION: During pier-side operations, the use of small mobile cranes, "cherry pickers", greatly increased the speed of discharge. While the Sea Train was being discharged along side a pier, the large open sided main deck lent itself ideally to the use of small cranes. The mobile cranes were used, increasing the number of cargo hooks from two (2) to four (4). The cranes were parked near the edge of the pier and had only to extend their boom over the side of the ship. Warehouse forklifts were used to move each draft over to where the crane could reach. Additionally, the use of the mobile cranes freed the ships cranes to work the lower level where the mobile equipment could not be used.

OBSERVATION: Each Terminal Service Company should receive two small mobile cranes when involved in operational activities at the De Long Pier Complex as an augmentation to current TO&E equipment.

10. Item: Jungle Crane.

DISCUSSION: The TO&E calls for two commercial 20 ton cranes for a terminal service company. Due to the changing situations it is often necessary to move cranes from one location to another. The jungle 20 ton crane has the capability of moving faster and is more versatile. At the present time commercial 20 ton cranes are not available.

OBSERVATION: Since the commercial 20 ton crane is not available, and because of its limitations, the jungle 20 ton crane should be substituted.

11. Item: Pallets for Asphalt Drums and Bagged Cement.

DISCUSSION: The pallets currently used to palletize cement and asphalt drums are of poor quality. In several instances the pallets used with cement and other heavy palletized cargo have tended to break up during discharge operations. With cement and other bagged cargo, there is a tendency for the layers of palletized units to settle and lean to one side. If the forklift used to work the cargo in the hold does not make a perfect entry with its forks, the pallets are subject to breakage. In addition to the leaning, stacks of cargo tend to overlap one another. When the pallets are picked up there is a tendency for the edge of the pallets to snap off making it difficult to pick the pallets up with a conventional pallet bridle. In these cases, it becomes necessary to insert a pair of slings through the middle of the pallet, further increasing the chances of damaging the cargo.

OBSERVATION: It is recommended that either metal pallets or reinforced pallets be used with extremely heavy cargo.

12. Item: Rough Weather Training for Stevedores.

DISCUSSION: During the monsoon season in this theater of operations, working under adverse conditions becomes the rule rather than the exception. Heavy seas and high winds make stevedoring operations extremely difficult. This is especially true when loading or discharging heavy lifts into light-erage. Specific detail should be given to controlling heavy lifts while the ship is rolling. Example: Placement of tag lines, safety consideration of rough weather operations, etc.

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OBSERVATION: More emphasis should be placed on rough weather operations when training prospective stevedores in CONUS.

13. Item: Use of Barges at Pier Side Operations.

DISCUSSION: When two ships on opposite sides of De Long Pier have all five hatches in operation the pier tends to become congested with pier clearance vehicles and cargo.

OBSERVATION: Pier congestion can be effectively reduced by working three hatches onto the pier and two hatches into barges tied up on the outboard side of the ship.

B. MAINTENANCE:

1. Item: 6,000 pound Commercial Forklifts.

DISCUSSION: Many ships being worked in the port did not have the capability of lifting the forklifts into their holds because of the weight of the forklifts.

OBSERVATION: The solution to the problem was to fabricate hooks on the counter balances of the forklifts so that they could be easily removed and taken onto or off the ship in two separate lifts. This procedure proved to be much safer than removing the counter balance with another forklift thus risking damage to the radiator.

2. Item: Vehicle and Equipment Operators and Mechanics.

DISCUSSION: The heavy turn over of personnel within the battalion during the preceding quarter added greatly to the need for additional supervision of vehicle operators and mechanics. For the most part all material handling equipment operators and ordnance equipment operators were on-the-job trainees. Not only were they unfamiliar with the handling of the equipment but also unfamiliar as how to perform maintenance on the equipment.

OBSERVATION: A solution to this problem was to conduct orientation classes on specific items of equipment and also the initiation of daily motor stables by-the-numbers and with close supervision from officer and non-commissioned officers. This not only made the operators aware of the various parts of his piece of equipment, but also emphasized, to all personnel involved, the importance of performing operators maintenance.

C. LOGISTICS:

Item: Repair Parts for M-37 field ranges.

DISCUSSION: This organization has utilized M-37 field ranges for mess operations since its arrival in-country. Operation of the fire units on a continuous basis, especially where a fourth meal is served in addition to the prescribed three meals per day, has indicated that the normal prescribed load list is inadequate in some instances. When in constant use, the usage factor is greater and the time frame for receiving replacements is too long to insure safe operation of the fire units. Eventually of course, the PLL is built up to a satisfactory level through an experience factor, however the resupply of the most critical repair parts is uncertain at best. Over extended use of fuel lines make them subject to becoming leaky and they may rupture. This can be a hazard to personnel and property. Over extended use of flame valves and generators may make the unit inoperative.

OBSERVATION: Units deploying for the Republic of Vietnam expecting to utilize M-37 field ranges should request an increase of at least 100% in the PLL (Ref Para 6 - 10, AR 735-35) of such repair parts as generator assemblies, fuel lines, manifold tube assembly, flame, air and fuel valves, and shutter air burners; experience has also shown that a great number of mess personnel are familiar with only the more sophisticated kitchen equipment. Therefore,

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it is recommended that all mess personnel be given extensive training in the use of this item of equipment. Safety must be equally stressed along with operational and maintenance procedures as outlined in TM 10-701.

SECTION II, PART II
RECOMMENDATIONS

1. Pole Trailers: That 6 pole trailers be provided the De Long Pier Complex for the purpose of facilitating easier loading of cresote poles, lumber and timbers following discharge of cargo from vessels.
2. Packing of General Cargo: That general cargo be packaged with sufficient care, and that stronger packaging material be utilized, so as to prevent damage through normal transport and handling during shipment.
3. Mechanical Sweepers: That mechanical sweeping equipment be made available for use at the De Long Pier so as to increase present efficiency by releasing personnel from menial tasks of this nature through mechanization.
4. Ammunition Vessels: That once a vessel has been fitted to carry ammunition it be specifically scheduled and utilized for that purpose when feasible.
5. Low Bed Trailers: That a 60 ton low bed trailer be added to the cargo handling section of a terminal service company as an MTOE item for the purpose of handling heavy weigh tracked vehicles.
6. Warehouse Tractor: That 3 warehouse tractors "Tow Motors" be authorized each terminal service company.
7. Jungle Cranes: That jungle cranes be substituted as a replacement for commercial type crawler cranes presently being utilized.
8. 6,000 Pound Commercial Forklift: That eye hooks be fabricated to counter balances of heavy lift forklifts to facilitate easy and safe transfer of forklifts onto and off of vessels.

TEL: QNL 309/311


JAMES D. CASSETTE
LTC, TC
Commanding

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AVCA QR-TTA (8 Nov 67)

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS CSFOR-65 (U)

DA, HEADQUARTERS, 5th Transportation Command, APO 96238 10 Nov 67

TO: Commanding General, US Army Support Command, Qui Nhon, ATTN: AVCA
QN-OO, APO 96238

(U) Basic communication has been reviewed and the following comments relative to the recommendations contained in Part II, Section II are furnished:

a. 1st Log Command Reg 1-19 - Areas which are not appropriate for comment in the ORLL: Personnel and/or equipment shortages. However, in the S-1 field this is one of the most important areas to be covered. As stated in the 394th Battalion report reasons for shortages and how the mission was still accomplished, indicates a need for the comment in order for higher Headquarters to help resolve this critical situation.

b. I feel that another BD should be recommended. During the recent breakdown of the BD, its loss was greatly felt. Virtually no heavy lifts were made. This tied up ships in the port costing thousands of dollars a day in demurrage.

TEL: QNL 2026

James F. MacLeod
JAMES F. MAC LEOD
Colonel, TC
Commanding

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AVCA-QN-GO-C (10 Nov 67) 2nd Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS OSFOR-65) (PIC:WCK2AAA)

HEADQUARTERS, US ARMY SUPPORT COMMAND, JPM LBN, APO SAN FRANCISCO 96238 15 NOV 1967

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-O
APO 96307

The attached Operational Report for Quarterly Period Ending 31 October 1967 from the 394th Transportation Battalion (Terminal) (PIC:WCK2AAA) has been reviewed and is considered adequate.

FOR THE COMMANDER:



W. L. McDonald
1st Lt, AG
Assistant Adjutant General

QTL 3873/3611

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AVCA GO-O (10 Nov 67)

3rd Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
(RCS CSFOR-65) (UIC WCK2AA)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

3 DEC 1967

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DH
APO 96375

1. The Operational Report - Lessons Learned of the 394th Transportation Battalion (Terminal) for the quarterly period ending 31 October 1967 is forwarded.

2. Section I, Paragraph B Personnel: The current shortage of personnel is due to reasons other than the "Rotational Hump" mentioned. Shortages are being distributed as equitably as possible and are closely monitored to assure that capabilities are maintained in accordance with projected workloads.

3. Section II, Part I, Paragraph c: High-mortality repair parts for M-37 field ranges should be stocked in increased quantities - at least 100% - by units deploying. Direct support and depot stocks have reached a satisfactory level, through past experience.

4. Section II Part II: a. Paragraph 1 (Part 1 para A1): This headquarters has recommended that a theater augmentation of one squad of special lift equipment be authorized for each 1st Log truck battalion in-country. Each one of these squads would consist of 10 each 5T tractors, 5 ea 25T lowboys, and 5 ea pole trailers. With these assets organic to the transportation system, it would not be necessary for terminal service companies to also have the equipment. It is not feasible to provide additional BC barges for the purpose of floating storage for the telephone poles in question.

b. Paragraph 5 (Part 1 para 6): This headquarters has recommended that currently authorized heavy lift transport equipment be issued to in-country maintenance units for the purpose of transporting unserviceable equipment of this type and that upon receipt of this heavy lift equipment a study be made to determine if additional assets are required.

5. This headquarters concurs with the basic report as modified by indorsements. This report is considered adequate.

FOR THE COMMANDER:

for *James R. Kuntze* gtd AS

TIMOTHY S. O'HARA
CPT, INF

Act Asst Adjutant General

Lynx 430

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AVHGC-DST (2 Nov 67) 4th Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967
RCS CSFOR-65

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 19 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for quarterly period ending 31 October 1967 from Headquarters, 394th Transportation Battalion (Terminal) (CK2A) as indorsed.

2. Pertinent comments follow:

a. Reference item concerning personnel, page 1, paragraph B; and 3d Indorsement, paragraph 2: Concur with 3d Indorsement. The strength decline cited parallels generally the reduction carried out in this command during the same period. Large requisition cancellations for this period fell heavily upon 1st Logistical Command. With respect to rotational humps, the infusion program in effect within the 1st Logistical Command should assist materially in reducing the impact of cyclic losses.

b. Reference item concerning assignment of BC barges, page 3, paragraph A; and 3d Indorsement, paragraph 4: Concur with 3d Indorsement. Barges in RVN are in short supply and are fully committed for movement of cargo. All 1st Logistical Command units are aware of the procedures for submission of MTOE. Addition of equipment must be fully justified and documented as outlined in DA Circular 310-44, dated 5 November 1967.

c. Reference item concerning ammunition vessels, page 4, paragraph 4; and page 7, paragraph 4: Concur. The recommendation as stated is in practice to the extent possible. Dunnage, in most cases, is reused many times at outloading ports. No further action is indicated.

d. Reference item concerning the Jungle Crane, page 5, paragraph 10; and page 7, paragraph 7: Concur. The "Jungle Crane" refers to the 20 ton Rough Terrain Crane. This item is presently being issued to Terminal Service units on a Direct Exchange (DX) basis for the commercial 20 ton cranes which they now have. It is recommended that the unit submit requisitions for FSN 3810-060-2735, Crane, wheel Mtd, 20 Ton, 3/4 cu yd, rough terrain.

PROTECTIVE MARKING WILL
BE CANCELLED 18 Jan 69

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AVHGC-DST (2 Nov 67)

19 JAN 1968

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e. Reference item concerning packing of general cargo, page 7, paragraph 2: Concur. Packing of cargo is the responsibility of the shipper, whether government facility or commercial vendor, and should be in accordance with set specifications. Deficiencies noted in the packing and packaging of materiel should be brought to the attention of the responsible agency. However, in the unloading of the cargo, care should be taken to ensure the proper use of cargo handling gear, i.e., pallet bridles, to prevent crushing of containers. In many instances the use of wire rope slings is unsatisfactory.

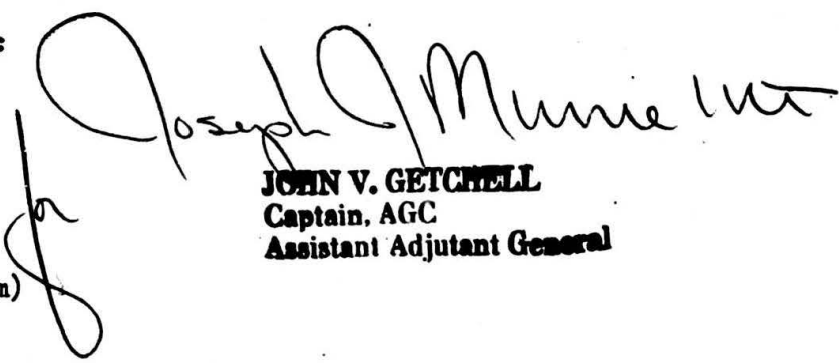
f. Reference item concerning mechanical sweepers, page 7, paragraph 3: This problem should be resolved at local level, and should not have been included in this report.

g. Reference item concerning warehouse tractor, page 7, paragraph 6. The unit and all indorsing headquarters are aware of the procedures to request additional requirements as an emergency measure, or to submit MTQE action to obtain authority for these requirements.

h. Reference item concerning installation of eye hooks on the 6000 pound commercial forklifts, page 7, paragraph 8: Concur. The installation of eye hooks on forklifts to facilitate easy and safe transfer appears to have much merit. The unit should request a modification work order (MWO) be issued, and upon approval, have the work done by their supporting maintenance activity.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:



JOHN V. GETCHELL
Captain, AGC
Assistant Adjutant General

cy furn:

HQ, 394th Trans Bn (Term)
HQ, 1st Log Comd

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GPOP-DT(2 Nov 67)

5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ, 394th Trans Bn (UIC: WCK2AA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 31 JAN 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



K. F. OSBOURN
MAJ, AGC
Asst AG

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